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Roads in the USSR And The
Interpretation of Road Symbols on
Soviet Maps

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THIS IS UNEVALUATED INFORMATION

Q U G K, Council of Ministers is responsible for a great deal of geodetic and cartographic research for the entire country.

the two authorities operate independently with different map usages and policies in mind. Also, one map might have the benefit of a slightly later field check.

These were large scale maps, all classified Secret, and had to be turned in each day after use. On one occasion, while on a training march, a road shown simply did not exist. In fact, the errors in the military maps was a standing joke among the officers.

main highways are marked with direction signs.

this road atlas is for Red Army use only, and carries a "Secret" security classification.

This is the width of the surfaced part of the highway; shoulders are not included.

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The term "Shosse" as used on the Soviet maps designates a hard surface, all weather road. The construction may be paving block, driven stone, or asphalt surface.

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On Soviet maps of larger scale than 1:100,000, the red color (fill) is used for hard surface roads, the black is used for improved roads. On smaller scale maps, red includes the hard surface autostrada and shoase. Any small scale map has its own symbolisation. Speaking of topographic maps, a thick black line means an improved earth road, a thin black line a dirt road. The latter dirt road is not maintained.

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The "improved dirt roads" which are not passable after heavy rain, have a total width from drainage ditch to drainage ditch, of 2 to 10 meters and are graded so that there is a shoulder angle of about ten degrees. These "improved dirt roads" may have a loose surface cover of cobbles, crushed rock, or gravel. In some instances of better construction, the soft earth crown may be covered with a coarse (sharp) rock and then surfaced with a gravel or sand fill.

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there is very little mechanical equipment for roads in the USSR. Practically all work is hand labor.

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Country roads are usually 8-10 meters wide (from center to center of drainage ditch) with shoulders at a 10° angle. On each side of the road is a level stretch two meters wide which could possibly be used as an alternate road in bad weather. However, where the road passes through cultivated areas, the farmers plant their fields up to the edge of the drainage ditch, taking in the two-meter stretches on the sides of the road. "Improved" country roads actually have little "improvement". Collective farmers contribute six days of labor per year to the maintenance of local and rayon roads. An improved road from Kirovograd to Poltava was under construction in 1950 and was built as follows: Crushed stone was laid on a base of sand; gravel was used to fill in the gaps between the stones, and the whole was covered with a layer of sand.

In 1949, collective farmers in the Ukraine, were engaged in the construction of a hard surfaced highway between Kiev and Odessa. The new highway will by-pass Kirovograd to the east.

asphalt roads in the USSR:

- (a) Moscow-Minsk
- (b) Moscow-Khar'kov
- (c) Riga-Yelgava-Siauliai
- (d) Yelgava-Liepaja
- (e) Orsha-Mogilev
- (f) Orel-Bryansk
- (g) L'vov-Sambor

Road construction is carried out to a great extent by collective farmers who have little or no experience in this type of work. Thus, although plans for road building are well prepared, actual construction is poor.

Thousands of highway bridges were destroyed during the German retreat from the USSR. These bridges were temporarily repaired by Soviet Army Engineers, and were subsequently turned over to civil authorities. The latter have as yet made no efforts to replace the temporary bridges with permanent structures.

Soviet trucks are overhauled once annually.

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